

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☐

Property Name: SHA Bridge No. 3083 Inventory Number: BA-2185  
Address: MD 140 over Patapsco River Historic district: ☐ yes ☒ no  
City: Westminster Zip Code: \_\_\_\_\_ County: Baltimore County  
USGS Quadrangle(s): Reisterstown  
Property Owner: Maryland State Highway Administration Tax Account ID Number: \_\_\_\_\_  
Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: \_\_\_\_\_  
Project: Project No. BA431A21 MD 140 from I-795 to Carroll County Agency: Maryland State Highway Administration  
Agency Prepared By: Maryland State Highway Administration  
Preparer's Name: Becky Kermes Date Prepared: 10/10/2004

Documentation is presented in: \_\_\_\_\_

Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: \_\_\_\_\_

Inventory Number: \_\_\_\_\_ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no

Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

SHA Bridge No. 3083 is a 1946 steel beam bridge that carries MD 140 over the Patapsco River connecting Baltimore and Carroll counties. The bridge is approximately 200 feet long, 54 feet wide with four travel lanes, and has narrow sidewalks on each side. It features a metal rail interspersed with concrete pilasters and a triangular motif.

Currently in the area of Bridge No. 3083, MD 140/Westminster Pike is a gently rolling four lane road mixed with business and residential development in the area closing the suburban gap between Reisterstown and Westminster.

The most prominent physical feature of SHA Bridge No. 3083 is its decorative metal parapet. The decorative parapet consists of metal pickets clustered into groups of four, with each cluster topped with angled rails that form a triangular motif. Within each cluster, the two outer pickets are longer than the two interior pickets. Between every four clusters, the rail system is interspersed with concrete pilasters. The centered pilaster and endpost pilasters echo the triangular motif with their triangular top and scored vertical lines. The concrete piers are flared and the original abutments are intact.

Bridge No. 3083 was constructed in response to the City of Baltimore's expansion of their water supply with the nearby

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Tom Anderson  
Reviewer, Office of Preservation Services

11/5/04  
Date

B. Kuntz  
Reviewer, National Register Program

11/4/04  
Date

200403473

NR-ELIGIBILITY REVIEW FORM

BA-2185

SHA Bridge No. 3083

Page 2

construction of the Liberty Reservoir. The State Roads Commission was concerned that the existing bridge would not provide enough clearance for the backwaters as a result of the construction of the dam. This is specifically noted in the Report of the State Roads Commission of Maryland: Operating Report and Financial Report 1945-1946.

Therefore, SHA Bridge No. 3083 is considered eligible for the National Register of Historic Places (NRHP) under Criterion A for its association with the improvement to the Baltimore City water supply via the construction of the Liberty Reservoir. It is also considered eligible for the NRHP under Criterion C as it retains integrity of location, design, workmanship, materials, feelings and association through its retention of character defining features and distinctive metal rail.

SHA Bridge no. 3083 is not considered eligible for the National Register of Historic Places under Criterion B as research did not indicate the structure is associated with the life of persons of historical significance.

SHA Bridge No. 3083 was not evaluated for its National Register eligibility under Criterion D.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

SHA Bridge No. 3083  
BA-2185  
MD 140 spanning the Patapsco River  
Reisterstown-Westminster Vicinity  
1946  
Public

SHA Bridge No. 3083 is a 1946 steel beam bridge that carries MD 140 over the Patapsco River connecting Baltimore and Carroll counties. The bridge's most prominent feature is its decorative metal parapet consisting of metal pickets clustered into groups of four, with each cluster topped with angled rails that form a triangular motif. Within each cluster, the two outer pickets are longer than the two interior pickets. Between every four clusters, the rail system is interspersed with concrete pilasters. The center pilaster and endpost pilaster echo the triangular motif with their triangular top and scored vertical lines.

Bridge No. 3083 was constructed in response to the City of Baltimore's expansion of their water supply with the nearby construction of the Liberty Reservoir. The State Roads Commission was concerned that the existing bridge would not provide clearance for the backwaters as a result of the construction of the dam.

SHA Bridge No. 3083 retains a high level of integrity of a 1946 steel beam bridge with a distinctive metal rail, and is significant for its association with the construction of the Liberty Reservoir.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. BA-2185

### 1. Name of Property

(indicate preferred name)

historic SHA Bridge No. 3083 on MD 140 over the Patapsco River

other

### 2. Location

street and number MD 140 not for publication

city, town Westminster X vicinity

county Baltimore and Carroll County Lines

### 3. Owner of Property

(give names and mailing addresses of all owners)

name Maryland State Highway Administration

street and number 707 North Calvert Street

telephone

city, town Baltimore

state MD

zip code 21203

### 4. Location of Legal Description

courthouse, registry of deeds, etc.

liber

folio

city, town

tax map

tax parcel

tax ID number

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
- ☐ Contributing Resource in Local Historic District
- ☐ Determined Eligible for the National Register/Maryland Register
- ☐ Determined Ineligible for the National Register/Maryland Register
- ☐ Recorded by HABS/HAER
- ☐ Historic Structure Report or Research Report at MHT
- ☐ Other: \_\_\_\_\_

### 6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources previously listed in the Inventory

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## 7. Description

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Inventory No. BA-2185

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

#### Summary:

SHA Bridge No. 3083 is a 1946 steel beam bridge that carries MD 140 over the Patapsco River connecting Baltimore and Carroll Counties. The bridge is approximately 200 feet long, 54 feet wide with four travel lanes, and has narrow sidewalks on each side. It features a metal rail interspersed with concrete pilasters and a triangular motif.

Currently in the area of Bridge No. 3083, MD 140/Westminster Pike is a gently rolling four lane road mixed with business and residential development in the area closing the suburban gap between Reisterstown and Westminster.

SHA Bridge No. 3083 is notable for its decorative metal parapet consisting of metal pickets clustered into groups of four, with each cluster topped with angled rails that form a triangular motif. Within each cluster, the two outer pickets are longer than the two interior pickets. Between every four clusters, the rail system is interspersed with concrete pilasters. The centered pilaster and endpost pilasters echo the triangular motif with their triangular top and scored vertical lines. The concrete piers are flared and the original abutments are intact.

## 8. Significance

Inventory No. BA-2185

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input checked="" type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	other: _____

**Specific dates** 1946 **Architect/Builder** State Roads Commission

**Construction dates** 1946

Evaluation for:

☒ National Register ☐ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary:

SHA Bridge No. 3083 is significant for its association with the Baltimore City waterworks project of the Liberty Reservoir. The State Roads Commission constructed this bridge since the former structure did not have adequate height to withstand the backwaters that would be associated with the Liberty Reservoir project. Additionally, Bridge No. 3083 is significant for its architectural form and details. All of the original character defining features (rail, substructure, abutments and wingwalls) are intact and the decorative rail is a distinctive feature.

Narrative:

Prior to the formation of Carroll County proper, Joseph White established a farm in 1733 on a land patent called White's Level. William Winchester bought the tract in 1754 and within 10 years time, he had laid out the city of Westminster. In 1805, William Owings, Solomon Etting, David Williamson, Edward Johnson, Dr. John Cromwell, and Charles Caran organized the Turnpike Company that constructed the Reisterstown Turnpike. The Reisterstown Turnpike went from Franklin Street in Baltimore along to present Pennsylvania Avenue and Reisterstown Road to Reisterstown. There it divided into 2 branches that traveled to Pennsylvania – the Westminster Branch (now Westminster Road) and the Hanover Branch (now Hanover Road). The entire road including the branches was officially known as the Baltimore and Reisterstown Turnpike. Construction began in 1806 and by early 1807 10 miles of the turnpike had been completed at a cost of \$10,000 per mile. Westminster was a natural stopping point along the pike for those traveling further west.

Carroll County was formed by an Act of the Maryland Legislature on March 25, 1836 that created a new county out of portions of Baltimore and Frederick Counties. The Patapsco River served as a natural boundary dividing Baltimore and Carroll counties.

By 1899, the Geological Survey Commission described the Reisterstown Turnpike "as probably one of the best turnpikes leading out of Baltimore." This was in part due to the fact that it was the only turnpike in the state with guard rails at every location where there was any danger of vehicles going over an embankment. Perhaps in part of the excellent transportation services, including the Turnpike and the Western Railway Company that ran through Westminster since 1861, the Post Office Department established the first complete Rural Free Delivery system in the United States with Westminster chosen as the central distributing point.

However, travel could be slow, taking up to three days to travel between Westminster and Baltimore. The traffic along the Turnpike circa 1905-1915 consisted of market wagons carrying garden products, fruit, and green corn. In the winter, farmers brought apples and potatoes, and yellow corn for the city's horses during the freezing weather. Also seen along the Turnpike were Conestoga wagons, buggies pulled by one or two horses for a social ride, and single horse riders.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No.

BA-2185

Name

Continuation Sheet

Number 8 Page 1

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In 1911, the portion of the turnpike, then in the city of Baltimore, was sold to the State Roads Commission. In 1915, the State Roads Commission offered to purchase the 12 miles of the road from the city limits to Hiteshue's Tavern in Reisterstown for \$1650 a mile and the 12 miles from there to Westminster for \$1350 a mile – for a total of \$36,000. The offer was accepted by the president of the Turnpike Company. In May 1919, the Baltimore County commissioners transferred the seven miles of road that had been the Hanover Branch to the State Roads Commission.

It is reported verbally that when water levels are low, drivers can still see the remains of the circa 1917 bridge running parallel to the north of the current structure. It is also known that the circa 1806 bridge carrying the original alignment of the Turnpike is submerged underwater. As recent as July 6, 2004, there were reports that due to current disputes about the Carroll County-Baltimore County line, the circa 1806 stone bridge would be excavated which lies approximately northeast of the existing Bridge No. 3083.

Part of the impetus behind the construction of Bridge No. 3083 and the nearby Liberty Dam was an alarming statistic reported in the 1940 census. The census indicated that Baltimore had more housing in poor condition than any other American City. Housing was overcrowded, did not have indoor plumbing and Baltimore had the highest rate of tuberculosis among other similar sized cities. Citizens and the local government were spurred into action to remedy this problem.

Early in his term as Mayor of Baltimore, Theodore McKeldin initiated the important public works project of expanding the water supply (circa 1943). At the time McKeldin took office, the City had two reservoirs that supplied water to its citizens: Loch Raven Reservoir, built in 1912, and Prettyboy Reservoir, built in 1936. With the proposed construction of the Liberty Reservoir, the State Roads Commission determined that current MD 140 crossing of the Patapsco River would not provide clearance of the back water and Bridge no. 3083 was constructed to remedy this problem.

Bridge No. 3083 has undergone past repairs that include in-kind concrete repairs to the sidewalks and parapet railing posts, in-kind repair of metal handrail attachments, installation of grout bags in the stream and Hot-Mixed-Asphalt (HMA) overlay on the roadway and minor deck patches. Conclusively, Bridge No. 3083 retains a high level of integrity as a 1946 steel beam bridge with a distinctive metal rail, and is significant for its association with the construction of the Liberty Reservoir.

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## 9. Major Bibliographical References

Inventory No. BA-2185

1. Difficulties Made Easy: A History of the Turnpikes of Baltimore City and County. William Hollifield. Baltimore County Historical Society. 1978. Cockeysville, Maryland.
2. Report of the State Roads Commission of Maryland: Operating Report and Financial Report 1945-1946. 1947. Baltimore, Maryland.
3. Bureau of Water and Wastewater Fact Sheet, October 30, 2002, City of Baltimore Depart of Public Works, [www.ci.baltimore.md.us/government/dpw/wwwfacts.html](http://www.ci.baltimore.md.us/government/dpw/wwwfacts.html)

## 10. Geographical Data

Acreage of surveyed property \_\_\_\_\_

Acreage of historical setting \_\_\_\_\_

Quadrangle name Reisterstown

Quadrangle scale: 1: 24000

### Verbal boundary description and justification

The National Register boundary for SHA Bridge No. 3083 is the structure itself.

## 11. Form Prepared by

name/title	Becky Kermes, Architectural Historian		
organization	State Highway Administration	date	October 2004
street & number	707 North Calvert Street	telephone	410-545-2884
city or town	Baltimore	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600



5663 III SW  
(WESTMINSTER)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

BA-2185

SHA Bridge No. 3083

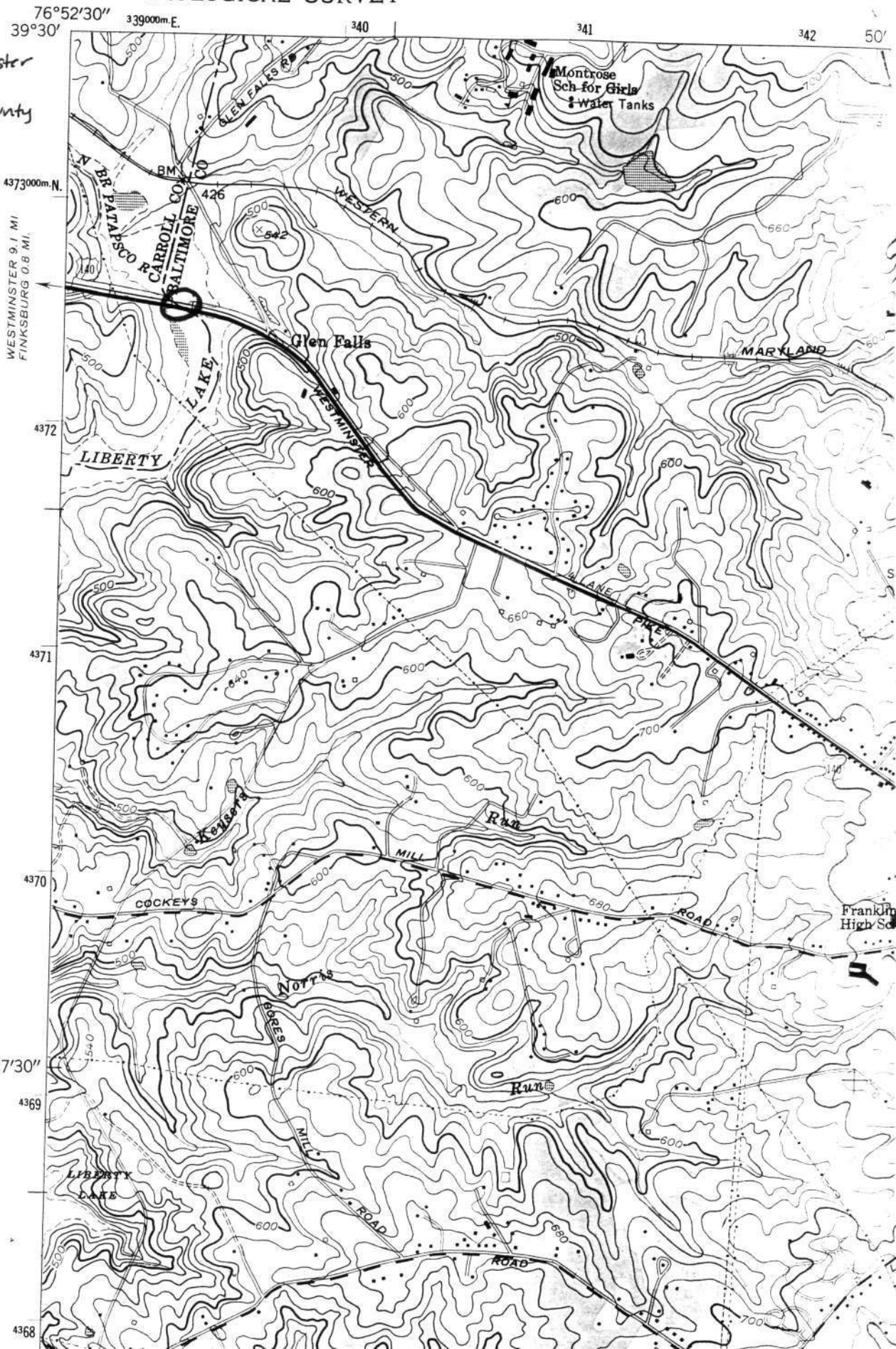
BA-2185

Reisterstown / Westminster  
vicinity

Baltimore - Carroll County  
Line

Reisterstown USGS

↑  
N





BA-2185

SHA Bridge No. 3083

Baltimore County, MD

B. Kermes, photograph

07/2004

Negatives @ MD SHPO

View of the <sup>western</sup> ~~north~~ approach -  
facing east toward Baltimore

1 of 9

Techlab <NO. 00 >017 BN  
4680 020 N N N N+1 90 AS+01 SA095 GR08 2070.1/100.0



BA-2185

SHA Bridge No. 3093

Baltimore County, MD

B. Kermes, photographer

07/2004

Negatives @ MD SHPO

View of the northwest portion of the  
bridge - facing west on MD 140.

2 of 9

Technical <NO. 00 >021 BN  
4680 020 N N N N 1-63 AS+01 SA095 GR08 2079.1 100.0



BA-2185

SHA Bridge 3083

Baltimore County, MD

B. Kermes, photographer

07/2004

Negatives @ MD SHPO

Techlab <NO>  
4680 020 N N N N+1-95 AS+01 SA095 GR08 2073.1/100.0

View of the southern rail of Bridge  
No. 3083

3089





BA-2185

SHA Bridge No. 3083

Baltimore County, MD

B. Kermes, photographer

07/2004

Negatives @ MD SHPO

View of a portion of the northern  
rail.

4 of 9

TechLab <NO. 1>011 BN  
4680 020 N N N N N-62 AS+01 S6095 GR08 2079.1/100.0



BA-2185

SHA Bridge No. 3093

Baltimore County, MD

B. Kermes, photographer

07/2004

Negatives @ MD SHPO

View of the northeast portion of the  
rail and end post.

5 of 9

TechLab <NO. 1 >015 BN  
4680 020 N N N N+1 67 AS+01 SA095 GR08 20791/100.0



BA-2185

SHA Bridge No. 3083

Baltimore County, MD

B. Kermes, Photographer

01/2004

Negatives @ MD SHPO

View of the southeastern end post, & Southern  
rail @ looking west.

6 of 9

TechLab <NO. 0 >020 BN  
4680 020 N N N N + 38 AS+01 SA095 GR08 2079.1/100.0





BA-2185

SHA Bridge No. 3083

Baltimore County, MD

B. Kermes, photographer

07/2004

Negatives @ MD SHPD

View of the exterior northern rail  
piers & abutment

7 of 9

TechLab <NO. 00 >013 BN  
4680 020 N N N+2-66 AS+01 SA095 GR08 2079 1/100.0



BA-2185

SHA Bridge No. 3003

Baltimore County, MD

B. Kermes, photographer

07/2004

Negatives @ MD SHPD

View of the northwestern end post  
and northern rail.

8 of 9

TechLab <NO.##> 025 BN  
4680 020 N N N N N-84 AS+01 SA095 GR08 Z079.1/100.0



